









**THE PANG GUNTS** of the 6th July says:—The barque, *Sophia Jackson*, which recently put into harbour here, with nearly the whole of her cargo (rice) damaged from a very heavy influx of water is, we hear, to be made the subject of inquiry. From what we have been able to learn, it appears that the captain, *James Jackson*, and the crew, were on board, and in a sinking condition. One of the portholes had evidently been unfastened and opened by some person on board, but until the result of the investigation is promulgated we are unable to give any very reliable particulars.

**RE-ENTRY TO THE SINGAPORE FREE PRESS.**—Sir, The last number of the *Overland China Mail*, 24th June, contains copies of a correspondence between the Chamber of Commerce of Hongkong and the Government respecting the armament of the vessel, and a letter signed "East" on the silver question, which, in my opinion, deserves, in part, a place in your columns. Here again the Hongkong Chamber comes to the fore to perform an important and public duty. Where is our Chamber with respect to either of these two important topics? I have seen no notice of any such discussion, and have heard still less; and yet nearly both are questions well within its province, and of sufficient political and commercial moment to have called for some expression of its ideas. The unofficial members of Council often complain that they can find no support for their opinions; but can they expect such support if they neglect to ascertain the views of the Chamber? I shall be told that three of the M. L. C.'s are also members of the Chamber of Commerce; but their personal notions carry but little weight, unless supported by the official members of the Chamber. Formerly, the Chamber was always ready to throw itself into the breach, to protect or promote the general interests, political or commercial, of the Settlement or Colony. It might, it strikes me, wake from its slumber with advantage to the public and follow the worthy example of its junior in Hongkong.

#### LOSS OF A JUNK.

##### SHORT MEN DROWNED.

The German steamer *Signal*, Captain Hundewald, which arrived this afternoon from Pakhoi and Hoihow, has brought along with it part of the crew of a junk lost off San Chuan. The junk, which was bound from Saigon to Macao, laden with fish, had been caught in a squall and capsized. The crew consisted of 28 men and there were also two passengers on board. Of these thirty men the *Signal*, after considerable labour, managed to pick up twenty-two, leaving eight unaccounted for, who must have perished. The men after their junk was capsized had taken themselves to plants or whatever pieces of wood they could clutch to keep themselves afloat in the water. The waves had separated them from each other and spread them over the sea for the distance of a mile. The humane task which the Captain of the *Signal* undertook was therefore not a light one. It took him more than five hours to gather up the struggling Chinamen and much praise is due to him for having saved so many lives.

#### 'FRAGRANT WATERS' MURMUR.

That the late *Frederick* has tested and discovered the few weak points remaining in our roadway system, but that the age of universal road-rutting and road-screaking has gone by. That the work on the Tramway and on Magazine Road is apparently of a first-class order, to judge by the infinitesimal damage done. That the rubbish which was stowed on the Cause Road, between Kingsdale and upwards to Robinson Road, is said to have been carried up two or three times, only to be swept down again. That the public will receive with pleasure the announcement that the discussions as to the disposal of their money are likely to be opened to the members of the Press. That, considering the vast importance of the subjects lately submitted by the Governor for the consideration of the Finance Committee, it would have been wiser had the Queen's Representative himself suggested that publicity be given to the proceedings. That the Community will look to the official Members of Council for a firm and unwaveringly obstinate assertion of the clear public right involved in this matter.

That the question of the removal of the sham barriers in the Canton River has reached the suite stage, after everybody thought the matter had been all but settled.

That the rehabilitation of the sham barriers, long after they had been ordered to be removed, and their purpose had been served, is a peculiarly Chinese proceeding, and ought not to be allowed to pass without the strongest remonstrance.

That the rottenness of the Chinese mandarin, and the dishonest move to which it gives rise, is the *bête noir* of all foreign intercourse with China—the "last straw" through into the balance of all official dealings with the Chinese.

That the Russell-Brennan-Siao Commission, aided by occasional sniffs of strong spirits of *Harris* brand, continues its sittings, but nothing is known as to what has brought or may yet bring forth.

That it is hoped and believed that the local Government will give a satisfactory explanation of its action with regard to the "Priests" and Publishers' Alliance.

That a further smart fall in Exchange has played into the hands of the depreciation of Bank stock, and that the Bears would appear to be still having things pretty much their own way.

That some indignation is felt at the fact considered to be only too palpable "rottenness" and a consequent undue depreciation of generally-held property.

That it is not to the interest of bona fide investors that the share market should be at the mercy of "rings," and that an uncomfortable feeling on the subject is pretty general.

That the most suitable successor to the Hon. F. D. Sassoon on the Legislative Council is again occupying the minds of residents.

That the old firm of Gibb, Livingston & Co. was in former years represented in the Council Chamber, and that it would be an approach to the good old days to see it again represented there.

That attention is being directed to Mr. W. H. F. Darby as a fit and proper person for the honour of election at the hands of the J. P.'s.

That such an appointment would certainly possess the merits of everything that is English—in the Firm as well as in the man.

That no doubt need now remain as to the possibility of cheating at fan-tan. That a handbook on the duties of Jurors and the department of Coroner is much needed in this Colony.

That the habit of trying to swear in the same Jury to sit on a second inquest seems to me to be most unfair, and has the flavour of sharp practice about it, more especially if the Coroner assumes an impious air amounting almost to rudeness towards the Jurors.

That the community are beginning to feel restive under the repeated doses of youth and inexperience which have lately been judiciously upon them.

That elsewhere the position of Magistrate or Coroner is not attained until after years of experience of men and things,—but then we live here in a Crown Colony which glories in an overdone Civil System.

That a good story is told of a candidate for an appointment in a Crown Colony, who found on his examination paper the question, "What is the distance of the earth from the sun?" and that he wrote in reply, "I am unable to state accurately, but I don't believe the sun is near enough to interfere with the due performance of my duties if I get nominated."

That the sun does seem to be near enough here to materially interfere with punctuality in the Police Court.

That the new Pedlar's Wharf is now quite finished, but for some inscrutable reason the public are deterred from using it.

That the Wharf is spacious and well-made, but that its cost will probably be in excess of the vote.

That the Public Works Committee of the Legislative Council may be an ornamental body, but that it assuredly cannot be called a useful body, as scarcely a single public work has ever by any chance been submitted to it.

That the mysterious new wall which is being constructed between Ice-House corner and Beaconsfield is puzzling many residents, as no record of its initiation seems to rest on the memory of any one interested other than the builder.

That the parapet of the bamboo-circled drain-ventilator near Douglas LaPraik & Co.'s house in Glebeville Road should be more securely guarded than it is, by a grating or a railing.

That if the Steam Dredger had been sent to the Colonial Exhibition, it would have been good for another O. M. G. for the Colony.

That the depth of water in the so-called Harbour of Refuge at Causeway Bay has not increased, and that the accommodation is far from sufficient for the small craft requiring shelter in bad weather.

That a gang of coolies could remove a deal of silt at low water and thus materially improve the accommodation for sampans. That if obstructions are to be built over Kellett's Bank, a space should also be enclosed as a refuge for small craft that cannot get away in time to the eastward.

That every aperture into the public drains should have an iron grating.

BROWNIE.

#### THE HONGKONG COURT AT THE COLONIAL AND INDIAN EXHIBITION.

An old resident of Hongkong, who is now at home and who has visited the Colonial and Indian Exhibition, writes as follows regarding the Hongkong Court:—"The general effect is remarkably good, and I think Hongkong has every reason to be proud of its Court. I have heard various persons say that it is quite one of the prettiest courts in the Exhibition, and some people think it the prettiest. Of course, Hongkong was largely aided by the fact that the decorations of the Chinese Court were allowed to remain. These have, however, been so altered in style and arrangement that the Hongkong Court has quite a character of its own, not in any way compared up with the former Chinese Court. The walls on both sides up to ten feet high are coloured dark green, then above that for a height of eight feet are coloured yellow, the yellow being relieved at intervals ten feet with designs in blue. Above the yellow again the blue intervals are filled up with flags, and these are among the most attractive sights in the Exhibition. Every ten feet apart, Chinese processional flags are projected from the walls, and at the same distance apart are hung against the walls long red Chinese scrolls, with black and gold designs. From the roof hang fifty Colonial flags, from a blue ground, and against the front wall is suspended the Prince

of Wales' embroidery, with a processional flag on either side. I need not describe the arrangements of the whole Court, as that would only weary you. I need only say that they have been pronounced to be very good, and two artists with whom I met said that it must have been arranged by an artist, the colours and sizes were harmonized so well. So that altogether I really think the Hongkong people should be pleased; and it is just as well that the show is a good one, as the Court occupies a rather conspicuous position, leading as it does into the principal entrance to the Exhibition, and also into the Gardens.

Moreover, the Prince of Wales has his Exhibition Dining Rooms in your Court, and in consequence it is constantly being visited by the "Quality."

The Prince of Wales, I am told, is much pleased with his embroidery. It is really a beautiful piece of work, and although the Prince is not to be allowed to be presented formally, he none the less appreciates the compliment from the Chinese.

Wang Hing's silver was all disposed of on the first day. It was bought at the price named, and the man who bought it has already received orders for the whole lot.

The people from the Colonies are having a time of it. They are asked out everywhere, and move about together like a flock of sheep.

#### SUPREME COURT.

##### IN ADMIRALTY.

(Before *Chief Justice Russell*, and *H. G. Monckton*, *Harbour Master*, as Assessor.)

Saturday, July 17.

**COLLISION BETWEEN A GERMAN BARQUE AND A JUNK.**

The hearing of the case in the case arising from the collision between the barque *Hermann* and the junk *Kam Hing Pak* was continued.

Oma Kieh, examined by the Acting Attorney General, said he was an A. B. on board the German barque *Hermann*. He had been about five years at sea and was a native of Germany. He was on board the *Hermann* on the 10th inst. He was on the watch when the collision took place at five minutes past eight. He saw the light of the junk at about eight o'clock. It was a small light between the main and mizzen-mast. He could see the three masts of the junk. If the junk had continued her course she would have passed the barque's bows. He always took some care. He had the helm coming round to starboard. When the barque and the junk came a little closer the junk turned round. About a minute or two after the junk turned round, it struck the stern of the barque. The junk was about sixty or seventy feet long and four months old. It was a little dark. He saw the light of the junk at about eight o'clock. It was a small light between the main and mizzen-mast. He could see the three masts of the junk. 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 Les Journaux Inimables du Mexique.  
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 Liverpool Weekly Courier.  
 London and China Express.  
 Manchester Guardian.  
 Monarchie.  
 New York Times.  
 People's Friend.  
 Pionnier de Porto.  
 Pictorial News.  
 Russian Newspapers.  
 St. George's Journal.  
 St. James Herald.  
 Stationer Trade Journal.  
 Sells souvenial & Co.'s Catalogue.  
 Tagliche Rundschau.  
 The Times.  
 The Albumen.  
 The World.  
 Tribuna.  
 Triester Tagblatt.  
 Triester Zeitung.  
 Union.  
 Weekly Scotsman.